

To-day's
Advertisements.GOVERNMENT NOTIFICATION.
No. 33.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 27th January, 1900. [148b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Wanchai Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

PARTICULARS OF THE LOT.									
No. of Sale.	Regulatory No.	Locality.	Boundary Measurements.	Containing Subdivided Acreage.	Annual Rent.	Upset Price.			
1	100	Wanchai Road.	12.5	12.5	6.784	75	1	1	1

GOVERNMENT NOTIFICATION.
No. 34.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3.15 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 27th January, 1900. [149b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.									
No. of Sale.	Regulatory No.	Locality.	Boundary Measurements.	Containing Subdivided Acreage.	Annual Rent.	Upset Price.			
1	100	Queen's Road East.	50	50	40	4,000	18	100	100

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on WEDNESDAY, the 7th instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 5th February, 1900. [150b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"SHANSI,"
Captain Carnaghan, will be despatched as above on THURSDAY, the 8th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 5th February, 1900. [147b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUZ, PORT
SAID, FUME AND TRIESTE.
(Taking Cargo at through Rates to South Africa,
PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT AND AFRICAN PORTS.)
THE Company's Steamship
"TRIESTE,"
Captain A. Mitis, will be despatched as above on FRIDAY, the 9th instant.
Silk and Valuables are shipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, VIELER & Co.,
Agents,
Hongkong, 5th February, 1900. [144b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.
THE Company's Steamship
"HANGCHOW,"
Captain Pearce, will be despatched as above on MONDAY, the 12th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 5th February, 1900. [150b]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "ABERGELDIE,"
FROM PORTLAND, OR, YOKOHAMA,
KOBE AND MOI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED,
Agents,
Hongkong, 5th February, 1900. [14]

A. S. WATSON & CO., LIMITED.

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAPITTE

are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

Hongkong, 5th February, 1900.

To-day's
Advertisements.JUBILEE LODGE
OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, Zealand Street, TO-NIGHT, the 5th instant, at 8 for 8.30 p.m. precisely. When a paper will be read by Wor. Bro. G. J. W. KING, P.D.G.R. "On Freemasonry and Friendly Societies." Visiting Brethren M.M. are cordially invited to attend.
Hongkong, 5th February, 1900. [134b]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, TAIWANFOO AND TAKAO.
THE Company's Steamship
"KEELUNG MARU,"
Captain S. Nagato, will be despatched for the above Ports, on THURSDAY, the 8th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents,
Hongkong, 5th February, 1900. [146b]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents,
Hongkong, 5th February, 1900. [45]

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but a guarantee of good faith.
While the columns of the Hongkong Telegraph will always be open to the fair discussion of all questions affecting the public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.
Advertisements are required to forward all notices intended for insertion in that day's issue not later than Three o'clock on the day preceding the day of publication.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
The Hongkong Telegraph is the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

Entimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied if required.
The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAPITTE

are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

Hongkong, 5th February, 1900.

BRETT: MORTIMER. John's Cathedral, Hongkong, by the Rev. F. Flynn, R.N., on Saturday, the 3rd February, 1900, CHARLES WALTER BRETT, eldest son of the late W. Brett of Guildford, Surrey, to Eya MORTIMER, daughter of H. W. Mortimer, Portsmouth Dock-yard. [145b]

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 5, 1900.

REUTER'S TELEGRAMS.

THE WAR.

Natal.
London, February 2nd.

Reuter's Correspondent at Spierman's, 30th January, says that Col. Dundonald had reconnoitred that day as far as Mengerspoort, above Pritchard's Drift and saw nothing of the enemy.

LATER.

THE INDIAN FAMINE.

The famine in India is becoming more acute and 33 millions are now receiving relief.

THE WAR.

No Indian Troops.
Mr. Balfour in the House of Commons said it was not intended to employ Indian troops in South Africa.

General Buller.

London, February 3rd.

A fresh movement on the part of General Buller is believed to be imminent if not already begun. All accounts say that the spirit of the troops is splendid.

General French.

General French is at Capetown consulting with General Roberts.

General Methuen.

Methuen's Command is being rapidly reinforced.

THE DEBATE ON THE ADDRESS.

In the debate on the Address Mr. Goschen said the Admiralty had been able to assist the Army without depleting the Navy and that the drainage of troops from the country required the Navy to watch with greater vigilance.

THE FRENCH SETTLEMENT IN SHANGHAI.

A French Yellow Book shows that England, on the 25th December suddenly withdrew her determined opposition against the extension of the French Settlement in Shanghai.

WEATHER REPORT.

The Observatory report says:—

On the 4th at 11.55 a.m. the barometer has risen considerably on the China coast. Pressure remains high over China, and the low area has probably reached Japan. Gradients moderate to rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh N. to N.E. winds; dull, some drizzling rain.

On the 5th at 11.55 a.m. the barometer has risen on the China coast, fallen in the extreme North. The high pressure area seems to be central over Mid-China, and pressure remains low in the N.E. part of the Sea of Japan. Gradients moderate to steep, with very strong monsoon on the coast and heavy monsoon in the N. part of the China Sea. FORECAST:—Fresh N. winds; dull.

LOCAL AND GENERAL.

H.M.S. *Barfleur* left this morning for Weihai.

TENDERS for repairs to the Post Office launch are asked for in the Gazette.

In case of Mat Salleh getting away, and giving further trouble to the police force in Sandakan, H.M.S. *Linnet* has been ordered there from Singapore.

OWING to the docking of the German mail steamer *Sachsen*, her departure has been altered to Thursday next. The hour of sailing will be known later on.

THE report of the Director of the Observatory to 1899 is published in the *Gazette*. We congratulate the Observatory Officials upon the very prompt manner in which this lengthy report has been issued.

AN exceedingly useful invention for shutting railway carriage doors has been tried near London. The apparatus enables the guard to close and, if necessary, lock all the doors of a train by simply turning a handle in his van. Compressed air is the agent employed.

THE return of cases of communicable disease notified as occurring in the Colony during the week ended 3rd inst. shows:—Diphtheria, five cases, three deaths; diphtheria, one case, from H.M.S. *Orlando*; enteric fever, two cases, one imported from Manila; small-pox, one case, fatal.

THE most extraordinary forest in the world occupies a table-land some six miles in width, near the west coast of Africa. The peculiarity of the trees is that, though their trunks are four feet in diameter, they attain the height of only a foot. No tree bears more than two leaves, and these attain a breadth of two feet.

It is notified in the *Gazette* that parcels for the Straits Settlements, Johore and the Federated Malay States will be accepted at the Post Office at the following rates:—

Up to 3 lbs. \$0.50
3 lbs. to 7 lbs. 1.00
7 lbs. to 11 lbs. 1.50

The limit of measurement is 3 ft. 6 in. in length or 6 ft. in length and girth combined.

PLUCKY ARREST.

Last night at 7.30 a party of English and American bluejackets were drinking at the "Land We Live In" Hotel. Presently a fight ensued between James Grier, a fireman on board the U.S. *Brooklyn*, and a British jockey, and an adjournment was made to the street. P.C. William Bond, seeing the disturbance attempted to part the combatants but was set upon by seven or eight of the sailors standing round, while Grier caught him by the throat. Bond blew his whistle and an European and some Indian constables came up to assist and between them they arrested Grier and John Hallwood, seaman of H.M.S. *Centurion*. On the way to the Station an attempt was made to rescue Grier but Bond held manfully to his prisoner, though obliged to use his truncheon. This morning at the Magistracy Grier was fined \$20 and Hallwood, after being cautioned, was discharged.

FOOTBALL.

HONGKONG ENGINEERS v. 38TH CO., S.D., R.A.

Last Saturday afternoon, at the Happy Valley, in the second round of the Shield Competition the Hongkong Engineers met the 38th Co., Southern Division R.A. The Engineers were the favourites at the commencement of the game which position they retained throughout. The team lined up as under:

HONGKONG ENGINEERS.
(Goal.)
G. Moore.
(Backs.)
Lapsley, Dyer.
(Halfbacks.)
Ritchie, Wilson, Tuohy.
(Forwards.)
Duncan, Smillie, McGuire, Noble, Blades.

Harris, Frost, Silles, Milne, P. Bell.
(Forwards.)
Richardson, Kelly, Gidman.
(Halfbacks.)
Wilson, P. S. Bell.
(Backs.)
Murphy.
(Goal.)

Referee—Mr. Browne.

The Engineers took the kick off and pressed strongly against their opponents' goal, being only prevented from scoring by Murphy giving a corner. The Gunners then took up the attack but were kept in check by Ritchie, who was playing in fine form, in fact the Engineers showed decidedly the best form, their backs offering an impenetrable defense, while their forwards were constantly attacking. From a beautifully placed corner by Duncan, Blades was enabled to rush the ball into the net, so scoring the first goal for the civilians. On resuming play the R. A.'s immediately assumed the offensive giving Ritchie, Lapsley and Dyer plenty of work to keep them at a safe distance and presently the ball passed into the Gunners' twenty five and Blades received it from McGuire, and made a splendid attempt at goal, but unfortunately hit the bar. McGuire shortly afterwards made a shot for goal which went just over, the Gunners were kept constantly defending and only once before half time were able to get the leather anywhere near the Engineers' goal. McGuire, Smillie and Noble playing a fine combination game.

Hongkong Engineers 1 goal.
38th Co. S.D. R.A. nil.

At the restart the game lagged for a few minutes, being up and down the field until the Engineers broke away and McGuire receiving the ball did not find any difficulty in placing it between the posts.

The play after this was constantly in the Gunners' territory and but for the poorness of the Engineers' shooting more goals would have been made against them. Occasionally, however, they rallied and pressed forward hard, Moore being called upon to save his goal more than once. At while while the score was nil.

Hongkong Engineer's 1 goal.
38th Co. S.D. R.A. nil.

The game throughout was an excellent one both sides playing a sportsmanlike game, which is most pleasant to see. They both played hard and well and undoubtedly the better team won but hardly by as many goals as they ought to have done. It is to be hoped that McGuire, who is expected shortly to leave Hongkong, will be here when the final is played, as without detracting praise from the other members of the team he is one of their best men, in fact, we might almost say he plays the best forward game in the Colony, and so would be a great loss to any team. Lapsley played well, he improved with every game and with a little more experience will be able to take his place in any representative team the Colony may wish to put into the field.

THE BASEBALL GAME.

An American correspondent writes:—

There being no American criticism of the baseball game recently played for the benefit of the Widows and Orphan's Fund, I beg you will publish in your columns, the following:—

AN AMERICAN CRITICISM ON THE BASEBALL GAME.

It is hardly possible for anyone unfamiliar with a game to appreciate its finest points. This fact constantly in view it was endeavored to play such a game of baseball here, as would be most interesting to the people of Hongkong and yet show them America's national sport to best advantage.

"Bating" to the average spectator, is probably the prettiest part of the game; the "fielding" or clean handling of the ball when "batted" by an opposing player, the most difficult to appreciate. The "bating" on Thursday was much above that of the average amateur game in America, and that of Richardson and McCormick was especially fine, while that of the others, though not so brilliant, was of excellent character.

A "hit" is a ball so batted as to go clear of the players of the opposing side and I think even to the unused eye of your friends, it was apparent that many balls were batted clear and sharp away from the opposing team. The long "hits" were very pretty and quite numerous, there being no less than four clear "home runs"—the longest "hits" possible—made on one side alone.

If we say the "fielding" was excellent, we shall not too well express the efficiency with which all the players handled the ball; it was far above what could have been expected.

The "pitchers" and "catchers" were the weakest points but reasonably so because they must needs have the most practice to become proficient in their part of the game.

The game was very evenly contested throughout and even among the players themselves there was that delightful state of uncertainty which makes the game often won or lost in the very last moment—and accounts for the intense interest everyone, players and spectators alike, takes in our great national sport.

No little credit for the arrangements is due to the generous Doherty of the U.S. gunboat *Whelan*, who worked untiringly and to the great satisfaction of all.

A PRETTY WEDDING.

Last Saturday afternoon a very pretty wedding took place at St. John's Cathedral, the contracting parties being Sanitary Inspector W. C. Brett, and Miss Eva Mortimer. The Rev. F. Flynn, R.N., officiated. Mr. W. Turner acted as best-man assisted by Master E. Brett, nephew of the bridegroom, Miss Lamborne and Miss Kitty Moore performing the same service to the bride, who looked sweetly pretty in her white satin dress with her hair crowned with orange blossoms. Mr. Brett (jun.) gave the bride away. Showers of rice greeted the happy pairs as they emerged from the Cathedral and entered the carriage to which some were had attached three old Chinese shoes for luck. The reception was held at Mr. Brett's house, No. 6 Morrison Hill Road, after which the newly married pair took ship to their own residence at Yumai where their friends wishing them "God speed" by firing a feu d'artifice of crackers.

KIUNGCHOW.

In his consular report on the Trade of Kiungchow for the year 1898 Mr. O'Brien Butler says.

TOTAL VALUE OF TRADE.

The net total value of the trade of the port in 1898, so far as it came under the cognizance of the Foreign Customs was \$25,751, 25. 10d. being \$34,151, 03. 9d. or about 61 per cent, more than that of the year before.

IMPORTS.

The total imports of foreign goods amounted to \$285,173, 58. 2d. and of native produce to \$951, 17. 2d. Foreign goods were re-exported to the value of \$664, 53. 9d. thus leaving \$284,508 195. 11d. as the net value of the foreign imports. No native produce was re-exported. Native produce of local origin was exported to the value of \$24,290 55. 9d. of which \$23,923 25. 11d. worth went abroad, and \$2,367 25. 10d. worth to Chinese treaty ports.

VALUE OF TRADE WITH HONGKONG.

No less than 95 per cent. of the whole trade was with Hongkong the value of the imports from and the exports to, that colony being \$274,882, 175. 2d. and \$288,727, 175. 2d. respectively.

WITH ALL OTHER PLACES.

The trade with all other places both treaty ports and foreign countries and possessions only amounted to \$23,463 195. 11d. the imports being \$11,237, 55. 8d. and the exports \$12,226, 145. 3d.

TRADE WITH KWANGCHOW BAY.

A name which appears now for the first time in the history of the trade of this port is Kwangchow Bay, the new French settlement situated about 75 miles to the north of Hoihow. Nearly all the foreign goods re-exported worth \$295, 83. 7d., worth the balance \$68,175. 2d. worth going to Hongkong and consisting almost entirely of provisions and household necessities. There were no exports of native produce to Kwangchow Bay and no goods whatever were brought to Hoihow.

NEWCHOW.

In his Consular report on the trade of Newchow for the year 1898 Mr. Hosie reports:—

TOTAL TRADE INCREASE.

In 1896, the year following the Japanese occupation of this port and the Liaotung Peninsula the net value of the trade of Newchow amounted to \$2,771,346 Haikwan taels (\$379,728) as compared with 1895, \$2,778,901 Haikwan taels (\$278,150) in 1894. This increase was natural, however, for the trade of 1895 was disorganised by the war between China and Japan, whereby Manchuria was specially and adversely affected, and much heavy trade had to be made good, but the increase was more than maintained in 1897—98, which are credited with 26,356,711 Haikwan taels (\$3,292,644) and 32,413,135 Haikwan taels (\$4,334,474) respectively, and it is safe to predict that the continual opening up of new fields to agriculture and the facilities of communication soon to be afforded by railways in Manchuria will lead to still greater results. Whether the latter will benefit the port of Newchow, and the foreign interests centered there to the extent anticipated by some is problematical and will be discussed hereafter; but there can be no doubt that the people of Manchuria, and the home market, will be the greatest beneficiaries of the present conditions of taxation are maintained and preferential railway rates are discontinued.

The internal taxation of foreign and domestic trade in Manchuria is light, compared with Central and Southern China, so light, indeed that transit passes have rarely been required, and if, in the changes to come, the treaty tariff present or revised is guaranteed for this remote but exceedingly rich part of China, the future of Manchuria cannot fail to be prosperous. The increase of 6,082,644 Haikwan taels (\$808,949) in 1898 as compared with 1897 was conspicuous in every branch of trade—in foreign and native imports as well as in exports. It is said of heavy stocks held over from the latter year and of a rather late opening of the ice-bound river which so far as the actual handling of goods is concerned took place on April the fourth, the average date of opening being about the middle of March.

FOREIGN GOODS.

The net value of foreign goods imported in 1898 was 10,577,471 Haikwan taels (\$1,511,067) against 8,005,029 Haikwan taels (\$1,340,019) in 1897, of which however, 7,740,102 is credited to railway plant and telegraph materials which are not in this case ordinary articles of trade and are not paid for by Manchuria.

AMERICAN SHEETINGS, DRILLS AND JEANS.

HOLD THE FIELD, MANCHURIAN, AND THE REASON.

In other words the chief markets for American manufactured goods in China are the northern provinces and Manchuria. Why is this so and why is it that American goods are superseding English goods in the markets? The answer is, that the heavier makes of goods are in greatest demand in the colder north; that America is our competitor in these makes, and that these American goods are superior to and cheaper than English. In report on the trade of Wuchow for 1898 I stated that price list "tempered with precedent" is the basis on which the foreign import trade of China is conducted, and that the Chinese prefer to buy on buying the original brand, of which they have no experience. Consignees, however, the Chinese dealer will not change his usual purchases for new classes of goods, but as soon as equally good and even superior and cheaper goods are brought to his notice he will not hesitate to change his custom. It is perfectly immaterial to him whether the goods he deals in are manufactured in Great Britain or in the United States of America and as a matter of fact I have asked native wholesale merchants here if they could tell me where the favourite sheetings and drills consumed in Manchuria were manufactured, and they have confessed their entire ignorance of the country of origin, stating at the same time that they merely indent for their purchases by the special brand or "chop."

I am told that the proof of the superiority of the American goods is in the washing, when English goods are washed and the heavy sizing

removed they are very inferior to the American article when similarly treated. America is at present a successful rival in the heavier manufactured cottons and there is nothing to prevent her from entering the lists against us in higher grades. The setting up of machinery for the purpose is simply a matter of time and if we are to regain ground which we have already lost, and maintain what is left to us, we must manufacture goods equal to and as cheap as those of our rival. Everything, however, seems to be against us. The Statistical Secretary of the Imperial Maritime Customs in his report on the trade of China for 1897 says:—"The favour which American goods find in Chinese Markets is due to their cheapness. Freight from America are lower than from Europe, and the high prices which protection enables American manufacturers to obtain from consumers at home, allow them to export the balance of their outputs and lay it down in this country at attractive rates. It is a strange result of protection that American manufactures should be able to clothe the Chinese partly at the expense of their competitors." And again, in his report for 1898 he says:—"Manchester can no longer compete with the United States in the importation of drills, jeans, and sheetings, owing to the low prices at which the latter country can land this class of goods in China. In these heavy makes which use up a large quantity of cotton without demanding such delicate machinery and highly skilled labour as are required for finer goods, such as shirtings, the freight on the raw cotton to England makes an appreciable difference in the cost of production. Freight from New York are lower than from Liverpool. The goods pass through fewer hands in America. Prices are also influenced by the fact that while American manufacturers are using every effort to secure the market here, Manchester has more orders than can be immediately executed, and

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Co., Limited, will be held at the Office of the Company, No. 9, Praya Central, on THURSDAY, the 8th day of February, 1900, at NOON, when the SUBJOINED RESOLUTIONS which were passed at an Extraordinary General Meeting of the Company held on the 23rd of January, 1899, will be submitted for Confirmation.

RESOLUTIONS.

1. "That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each."
2. "That the Commission of the General Managers be reduced to 5 per cent. and that the figure '8' in the Sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure '5' substituted therefor."

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th January, 1900. [121b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 24th January, 1900. [105b]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 30th January, 1900. [127b]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the Offices of the Company, Pedder's Street, on THURSDAY, the 1st day of March, 1900, at 2 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Limited.
Hongkong, 30th January, 1900. [129b]

Entertainment.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

WILL GIVE FIVE PERFORMANCES OF

THE YEOMEN OF THE GUARD,

OR THE MERRYMAN AND HIS MAID.

W. S. GILBERT & ARTHUR SULLIVAN,

ON

MONDAY, 12th February.

THURSDAY, 15th "

SATURDAY, 17th "

SATURDAY, 24th "

MONDAY, 26th "

Commencing each Evening at 9 P.M. precisely.

Press Circle and Stalls \$3

Pit Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, the 5th February, at 10 A.M.

The BOOKING OFFICE will be OPEN Daily from that Date from 10 A.M. to 4 P.M. except on Race Days, when it will be Open from 10 A.M. to 12 NOON.

Late Trams will run 1 hour after the fall of the curtain.

H. C. NICOLLE,
Acting Manager.
Hongkong, 29th January, 1900. [122b]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH, AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Tons.

Shai.

H'kong.

S'pore.

Parramatta 4886 Mar. 27 Mar. 31 April 6

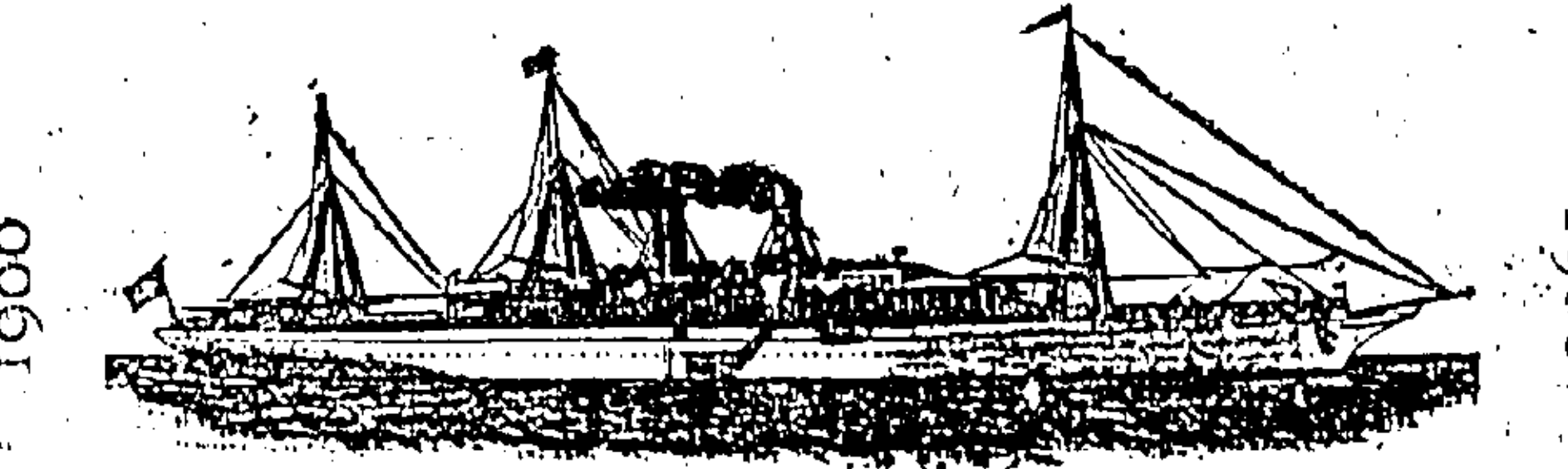
Massilia 5026 April 10 April 14 April 20

For Freight or Passage, apply to

H. A. RITCHIE,
Superintendent, Hongkong.
4th December, 1899. [23]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and usually make the voyage VANCOUVER TO YOKOHAMA in 12 DAYS.

make connection with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HONGKONG, 17th January, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Glenage... 3,750 | R. D. Jones | Feb. 10.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Abercrombie... 3,777 | J. Murray... | Feb. 13.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE will proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 30th January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHAFON TOMEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Curmarnthshire 2,929 about Feb. 10

Belgian King 3,379 about Feb. 21

Thyra 3,466 about Mar. 6

Lady Jolice 3,466 about Mar. 31

THE Steamship

"CARMARTHENSHIRE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on or about

SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 22nd January, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 3rd February, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATE.

YAMAGUCHI MARU... { KOBE (DIRECT) } THURSDAY, 8th Feb., at 4 P.M.

HITACHI MARU... { MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID. } FRIDAY, 9th Feb., at Daylight.

*IDZUMI MARU... { VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA } MONDAY, 12th Feb., at 4 P.M.

WAKASA MARU... { MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID. } FRIDAY, 23rd Feb., at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIFARA, Manager.

Hongkong, 5th February, 1900. [6]

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

(Freight Service.) (Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HOLSATIA... { HAVRE and HAMBURG VIA COLOMBO. } About 11th February.

*BABELSBERG... { HAVRE and HAMBURG. } About 18th February.

*ALLESIA... { BORDEAUX, HAVRE & HAMBURG. } About 4th March.

*SAVOIA... { HAVRE and HAMBURG. } About 16th March.

ASTORIA... { LONDON with transshipment in HAMBURG. } About 26th March.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU... { via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu. } Thursday, 22nd Feb., at Noon.

NIPPON MARU... { via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu. } Tuesday, 26th March, at Noon.

AMERICA MARU... { via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu. } Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 27th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Alcoa (via Moji, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, VIA MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 18th January, 1900. [1]

For Sale.

FOR SALE. PARTIALLY DECKED CENTRE BOARD YACHT GEISHA. Length over all 20' 6". Water Line 17' 3". Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to "X", c/o This Office, Hongkong, 26th January, 1900. [116b]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BRAEMAR" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Original Cargo will be forwarded, unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th February, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th February, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th February, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 30th January, 1900. [128b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Miyako, and class, 1,800 tons 34 guns, 5,000 h.p.

Tsukushi, 3rd class, 1380 tons, 12 guns,
2,887 h.p., at Kure.
Sloops and Corvettes.
Musushi, 1,190 tons, 10 guns, 1,600 h.p., at
Yokosuka.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at
Sasebo.
Yamato, 1,480 tons, 10 guns, 1,600 h.p., at
Chemulpo.
Tenryu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at
Sasebo.
Anegiri, 1,030 tons, 13 guns, 720 h.p., Yokosuka.

Gun-boats.

Oshirina, 610 tons, 10 guns, 1,200 h.p., at Sasebo.
Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Kobe.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiohki, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 6 guns, 400 h.p., at Sasebo.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chitose, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Poi, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes,
5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujima.

Shinonome, 279 tons, at Kure.

Yugiri, 279 tons, at Takeshiki.

Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons,
Comdr. I. Ishida, at Yokosuka.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shirakumibi, torpedo-boat, 278 tons, Comdr
 Kosoma, at Japan.
Akebono, torpedo-boat destroyer, 310 tons,
 Lieut. Comdr. H. Kawase, Japan.
 14 boats (Creusot), 56 tons; 2 torpedo-tubes,
 525 h.p.
 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525
 h.p.
 1 boat (Normand), 75 tons; 2 torpedo-tubes.

4,300 h.p.
 2 boats (Schichang), 90 tons, 3 torpedo-tubes,
 1,300 h.p.
 4 boats (Yarrow), 40 tons, 3 torpedo-tubes,
 620 h.p.
 10 boats (Yarrow), 40 tons, 3 torpedo-tubes,
 620 h.p.

Miscellaneous.

Tokawa, at Yokosuka.
Fuso, at Kure.
Narita, at Yokosuka.
Rinjo, armoured cruiser, 2,550 tons, 10 guns,
 800 h.p.
 (used as gunnery training ship.)
Kanjia, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
Manjia, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons,
 10 guns, 520 h.p., at Enghien.
 (used as training ship.)
Asama, sailing corvette, 1,122 tons, 12 guns, at
 Yokosuka.
 (used as a hulk.)
Fingoi wooden paddle steamer, 1,465 tons, 6
 small guns.
 (used as torpedo training ship.

**RIVER STEAMERS, SCHOONERS,
AND LORCHAS.**

Fatshan, British steamer, 1,425, J. Dick,—
 Hongkong, Canton, and Macao Steamboat
 Co.
Ho-nan, British steamer, 1,377, H. D. Jones,
 —Hongkong, Canton, and Macao Steamboat
 Co.
Pewan, British steamer, 1,873, A. N. Patrick,—
 Hongkong, Canton, and Macao Steamboat
 Co.
Bankow, British steamer, 2,252, C. V. Lloyd,—
 Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain
 Austen,—Chi Wo & Co.
Tai-on, Chinese steamer, 728, Goblowski,—Tai
 On Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S.

Kong Nam, British steamer,—Chinese Owned.
Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lungshan, British steamer, 141, Morrison,—

Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes, —
 China Merchant Steam Navigation Co.
 — Canton and West River.
Lungking, British steamer, 141, J. J. Lossius,
 — Hongkong, Canton and Macao Steam-
 boat Co.
Citadel of Mbandaka, Chinese steamer, 40 — Ab

Yon.
Sun Chow, Chinese steamer,—Ah Yon.
Hongkong and West River.
Saitong, British steamer, 259, Kwong Wang
Steamship Co.
Cheung-Kong, Y. Kun, 58,—Kwong-Wan S.S.
Co.
Lill, American lorch.

Wuchow, British steamer, K. D. Thomas, —
Hongkong, Canton and Macao Steamboat
Co., J. M. & Co. and B. & S.
Samshut, British steamer, Dixon, —Hongkong,
Canton and Macao Steamboat Co., J. M. &
Co. and B. & S.

Lorchas and Schooners.
Kulsing, Lorchia, 160, Reynolds, Hongkong to
Canton, —Hung Kum Sing.

Post Office.
A Mail will close—
For Singapore—Per *Menslaux* to-morrow,
the 6th instant, at 11 A.M.
For Manila—Per *Dfanante* to-morrow, the
6th instant, at 4 P.M.

For Manila—Per *Looksang* on Wednesday, the 7th instant, at 5 P.M.
For Swatow, Amoy, and Auping—Per *Keel Jung Maru* on Wednesday, the 7th instant, at 5 P.M.
For Europe, &c., India, via Tuticorin—Per *Sachsen* on Thursday, the 8th inst, at 11 A.M.
For Kobe—Per *Kamaguchi Maru* on Thursday, the 8th instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco—Per *Gaesis* on Tuesday, the 13th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India* on Wednesday, the 14th inst., at 11 A.M.
For Europe &c., India via Tatticoia—Per *Pingal* on Saturday, the 17th inst., at 11 A.M.

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st | Road Central, In the City of Victoria, Hong-
| kong, #